

11 APPENDICES

APPENDIX A

COORDINATION AND PUBLIC INVOLVEMENT

DEIS LOCATION PUBLIC HEARING HANDOUT

WELCOME!

Arkansas State Highway and Transportation Department
Location Public Hearing - Job Number 040266
Springdale Northern Bypass (U. S. Highway 412)
April 2-4, 2002

This guide will explain how to participate in the Location Public Hearing process. Please take time to read this explanation and comment sheet before beginning your visit. Staff will be available from 4:00 - 7:00 p.m. to explain the displays and answer any questions you may have concerning the project.

LOCATION PUBLIC HEARING PROCESS

The Arkansas State Highway and Transportation Department (AHTD) and the Federal Highway Administration (FHWA) have prepared a Draft Environmental Impact Statement (DEIS) which will help to determine where a U. S. Highway 412 bypass around Springdale in Benton and Washington Counties will be constructed.

Potential roadway alignments have been developed within the corridors. Information about the alignments and comparison of their impacts can be found in the Springdale Northern Bypass DEIS, which is now available for public review and comment. If you wish to request a copy of the DEIS or the Executive Summary, please go to the Impact Summary display area.

Open forum location public hearings are a part of the review process. Please take plenty of time to review the study information, including maps of the alignments. The alignment preferred by AHTD is displayed. AHTD representatives are available to discuss issues and answer your questions.

Your input is extremely important. Individuals, community groups, and organizations are encouraged to submit written comments. A decision confirming a Selected Alignment will not be made until comments received from citizens, public officials, and public agencies are evaluated.

HOW TO PARTICIPATE

Aerial photographs and other exhibits are available for public inspection and comment. Please feel free to visit with the staff and ask questions at your convenience.

Comment forms are available with this handout and may be left at this meeting or returned to the address shown on the handout. Comments concerning the DEIS and the Preferred Alignment should be returned to AHTD by April 15, 2002. If you wish to make an oral statement, you must have your comments recorded at this hearing. An AHTD employee is here to record your statement. E-mail comments may be sent to springdalenorthernbypass@ahtd.state.ar.us.

More information concerning this project can be found on the back of this sheet.

DEIS LOCATION PUBLIC HEARING HANDOUT

PREFERRED ALIGNMENT IDENTIFIED

An important issue with both the public and local officials is the early identification of a preferred alignment for this project. After a complete evaluation of the information contained within the Draft Environmental Impact Statement (DEIS), with excellent participation by resource agencies, local officials, the public, and the response gained through these avenues, sufficient information was available to identify a Preferred Alignment for the proposed facility. The Preferred Alignment and the other alignments are shown on the displays.

The Preferred Alignment will undergo public, local official, and state and federal resource agency review during the location public hearings and comment period for the DEIS. These comments will be assessed and, if necessary, the Preferred Alignment may be modified through either shifts or changes to the Preferred Alignment, and/or through the choice of a different alignment through a segment of the project. After a complete evaluation of the comments received, an alignment will be selected and documented in the Final EIS. This documentation will contain responses to substantive comments received on the Draft EIS, and address comments and changes related to the Selected Alignment.

WHAT HAPPENS NEXT?

Following the location public hearings and public review of the Draft Environmental Impact Statement (DEIS), the comments received will be evaluated. Based upon the information available in the DEIS and the comments received, an alignment will be selected to be carried forward into the Final Environmental Impact Statement (FEIS).

The FEIS will address comments and concerns received during the review period of the DEIS and examine the selected alignment in greater detail. When the FEIS has been approved by the FHWA, it too, will be available for review and comment. After the FEIS review, the Federal Highway Administration (FHWA) will issue a Record of Decision, which is the final location decision in the environmental review phase of the project.

WHEN WILL THE PROJECT BE BUILT?

After the Record of Decision has been signed by FHWA, the Arkansas State Highway and Transportation Department may then proceed with the project design, right of way acquisition, and construction phases of the project as funds become available. At this time, there is no schedule for construction of any portion of the project. The Northwest Arkansas Regional Transportation Study Transportation Improvement Program has allotted \$2 million for preliminary engineering and \$3 million for right of way acquisition. It is estimated that the total cost of the bypass including design, right of way, and construction, may approach \$250 million.

THANK YOU FOR YOUR ATTENDANCE AND PARTICIPATION.

DEIS LOCATION PUBLIC HEARING HANDOUT

SPRINGDALE NORTHERN BYPASS
IMPACT SUMMARY

Yellow Highlighting indicates the Preferred Alignment in each Segment

Segments	Alignment	Length miles	Area miles ²	RELOCATIONS			NOISE		-04 IMPACTS			CULTURAL RESOURCES-DIRECT IMPACTS			HAZARDOUS MATERIALS		FARMLAND acres Total Prime***	TOTAL COST ** (in million \$)
				Residential Owners	Residential Tenants	Business Organizations	Non-Profit Organizations	Farms	Total Receptors	2021 Receptors	Streams Crossings	Recorded Archeology Sites	Historic Structures	GLC Resources	Auto-Savings Yards			
A-B	Line 1	4	230	10	1	1	0	1	13	21	2	6	4	1	0	0	200	48
	*Line 2/4 (Preferred)	8	310	18	4	1	0	1	22	53	1	6	3	1	0	0	200	57
	Line 3	5 ¹	300	15	3	1	0	3	22	34	1	8	4	1	0	0	178	51
B-C	Line 1	3	210	24	1	1	0	0	28	50	1	5	4	1	0	0	169	52
	*Line 2/4 (Preferred)	3	188	8	1	1	0	1	11	10	0	4	4	3	0	0	148	51
	Line 3	3	190	7	7	8	0	0	23	12	0	3	1	0	0	0	110	45
	*Line 1/2	2	70	1	1	0	0	0	2	30	0	3	0	0	0	0	50	15
C-D	Line 3	2	80	8	1	1	0	0	10	50	0	1	0	0	0	0	40	17
	*Line 4 (Preferred)	2	80	13	3	0	0	0	8	39	0	1	0	0	0	0	50	19
	Line 1	3	160	21	23	15	1	0	60	47	0	0	0	1	2	0	70	48
D-E	Line 2	3	170	23	23	15	1	0	62	50	0	2	0	1	2	0	90	49
	*Line 3 (Preferred)	4	240	12	0	8	0	0	20	25	0	2	0	0	0	0	170	51
	Line 4	4	220	11	0	8	0	0	16	20	0	1	0	0	0	0	170	51
E-F	Line 1	3	140	8	0	2	0	1	8	50	1	2	1	8	0	0	120	41
	*Line 2/4	5	210	10	1	1	0	0	12	25	0	5	1	0	0	0	120	47
	Line 3 (Preferred)	4	220	9	0	1	0	0	10	23	1	4	1	0	0	0	149	48

Segments	Alignment	Length miles	Area miles ²	Residential Owners	Residential Tenants	Business Organizations	Non-Profit Organizations	Farms	Total Receptors	2021 Receptors	Streams Crossings	Recorded Archeology Sites	Historic Structures	GLC Resources	Auto-Savings Yards	FARMLAND acres Total Prime***	TOTAL COST ** (in million \$)
No-Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Line 1		15	870	82	26	18	1	2	109	195	4	16	9	3	1	600	202
Line 2		19	950	58	30	18	1	2	108	185	1	22	20	5	1	600	220
Line 3		19 ¹	880	51	11	20	0	2	75	144	2	15	8	2	1	630	213
Line 4		20	1000	58	9	11	0	3	85	147	1	20	8	4	1	680	225
Preferred (combination of Line 3 and Line 4)		19	1010	58	8	11	0	2	79	150	2	19	8	1	2	700	227

PREFERRED ALIGNMENT SUMMARY

Segments	Alignment	Length miles	Area miles ²	Residential Owners	Residential Tenants	Business Organizations	Non-Profit Organizations	Farms	Total Receptors	2021 Receptors	Streams Crossings	Recorded Archeology Sites	Historic Structures	GLC Resources	Auto-Savings Yards	FARMLAND acres Total Prime***	TOTAL COST ** (in million \$)
A-B	*Line 2/4	8	310	16	4	1	0	1	22	53	1	6	3	1	0	200	57
B-C	*Line 2/4	3	180	8	1	1	0	1	11	10	0	4	4	3	0	149	51
C-D	Line 4	2	80	13	3	0	0	0	16	38	0	1	0	0	0	50	18
D-E	Line 3	4	210	12	0	8	0	0	20	25	0	2	0	0	0	170	51
E-F	Line 3	4	200	9	0	1	0	0	10	23	1	4	1	0	0	149	48
TOTALS		19	1010	58	8	11	0	2	79	150	2	19	8	1	5	700	227

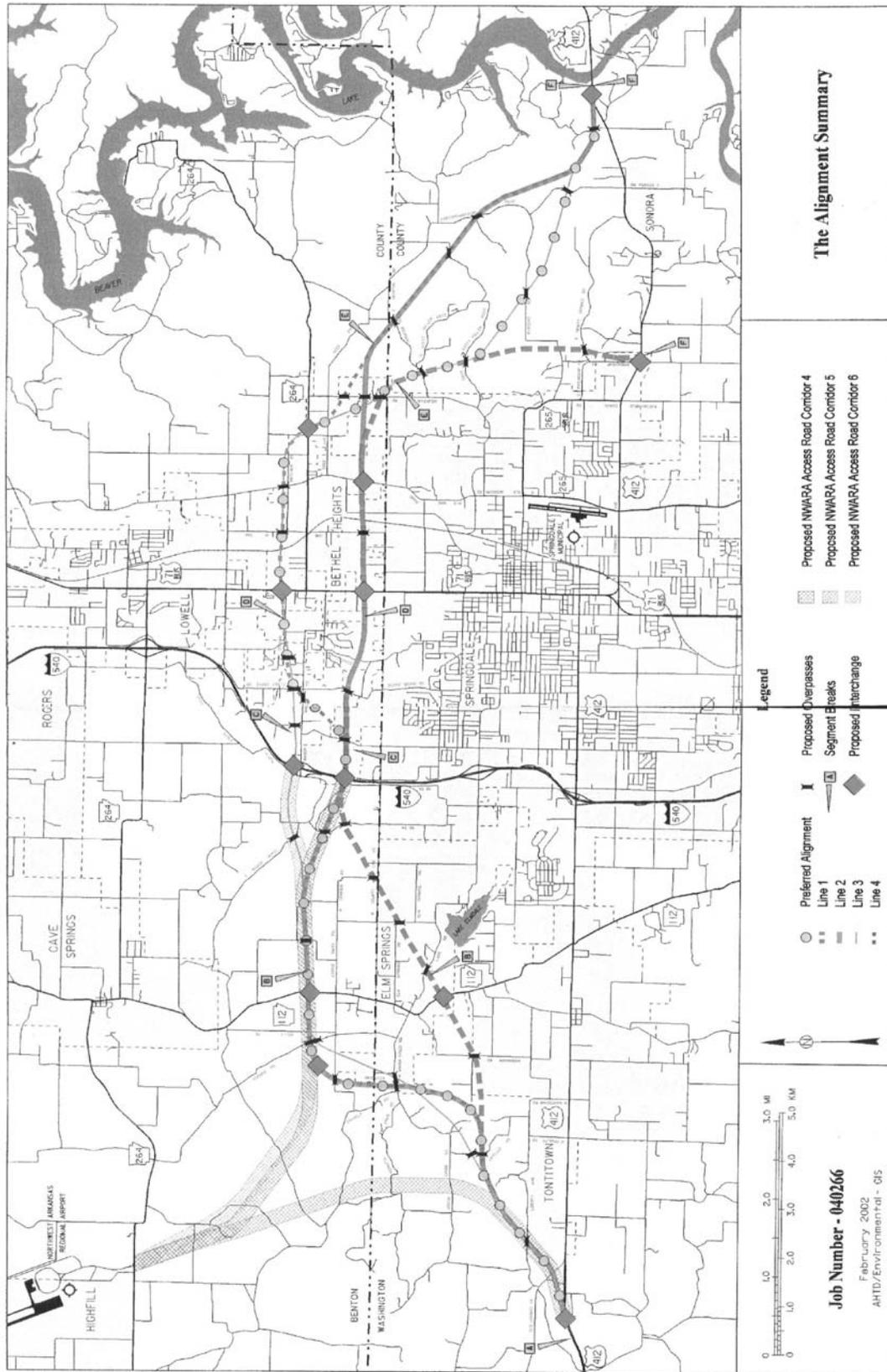
¹Shared alignments within segment

**Includes ROW and Construction costs for the Non Toll Alternative. Toll Alternatives will require an additional \$21 million for toll plazas.

***Segment information unavailable

¹Information corrected since publication of DEIS

DEIS LOCATION PUBLIC HEARING HANDOUT



SDEIS LOCATION PUBLIC HEARING HANDOUT

**SDEIS Location Public Hearing – AHTD Job Number 001966
Springdale Northern Bypass (Highway 412)
June 28 and 29, 2004**

This guide will explain how to participate in the Location Public Hearing process. Please take time to read this explanation and comment sheet before beginning your visit. Staff will be available from 4:00 - 7:00 p.m. to explain the displays and answer any questions you may have concerning the project.

LOCATION PUBLIC HEARING PROCESS

The Arkansas State Highway and Transportation Department (AHTD) and the Federal Highway Administration (FHWA) have prepared a Springdale Northern Bypass Supplemental Draft Environmental Impact Statement (SDEIS) that will help to determine where a Highway 412 bypass will be constructed around Springdale.

The SDEIS addresses four potential roadway alignments within Segments B-E, the center of the project. This document is now available for public review and comment, and contains information about the alignments and a comparison of their impacts. If you wish to request a copy of the SDEIS or the Executive Summary, please go to the Impact Summary display area.

Open forum location public hearings are a part of the review process, and are designed both to convey information to the public and encourage public comment.

HOW TO PARTICIPATE

Your input is extremely important. All alignments remain under consideration and a Preferred Alignment for Segments B-E will not be identified until a full evaluation of the comments received from resource agencies, local officials, and the public has been completed. Individuals, community groups, and organizations are encouraged to submit written comments. Aerial photographs and other instructional exhibits are available. Please take plenty of time to review the information, visit with the staff and to ask questions at your convenience.

Comment forms are available with this handout and may be left at this meeting or returned to the address shown on the handout. Comments concerning the SDEIS should be returned to AHTD by **July 10, 2004**. If you wish to make an oral statement, you must have your comments recorded at this hearing. An AHTD employee is here to record your statement. E-mail comments may also be sent to **springdalenorthernbypass@ahtd.state.ar.us**.

More information concerning this project can be found on the back of this sheet.

SDEIS LOCATION PUBLIC HEARING HANDOUT

SDEIS STUDY

Modifications to the proposed project that are discussed in the SDEIS are briefly summarized below.

- 1) Preferred Alignment Segments A-B and E-F were combined with Segments B-E of Lines 2, 3, 4, and 5 to conduct traffic analyses and to update conceptual cost information. This information was used for Alignment comparison and impact summary. The segments on each end, if selected, will be further evaluated in the Final Environmental Impact Statement (FEIS).
- 2) The new "northern" alignment developed in response to public comments is shown as Line 5. The addition of this new alignment resulted in four alignments for analysis and impact comparison within the center portion of the project.
- 3) Revised conceptual designs require the relocation of Wagon Wheel Road and the construction of a new I-540 interchange with Wagon Wheel Road for Lines 2, 3 and 4. Line 5 would allow the Wagon Wheel Road Interchange to remain as it currently exists.
- 4) The placement of a local access interchange for Lines 3, 4, and 5 at Highway 265 (Old Wire Road) instead of Highway 264.

WHAT HAPPENS NEXT?

Using the comments received from the Draft Environmental Impact Statement (DEIS) and SDEIS Location Public Hearings and based upon the information in the DEIS and the SDEIS, an alignment will be designated to carry forward and evaluated in the FEIS.

The FEIS will address comments and concerns received during the review period of the DEIS and SDEIS, plus examine the Preferred Alignment in greater detail. When the FEIS has been approved by FHWA, it will be available for review and comment by the resource agencies and public. After reviewing and satisfactorily addressing any comments received regarding the FEIS, FHWA will issue a Record of Decision concerning the selected alignment.

WHEN WILL THE PROJECT BE BUILT?

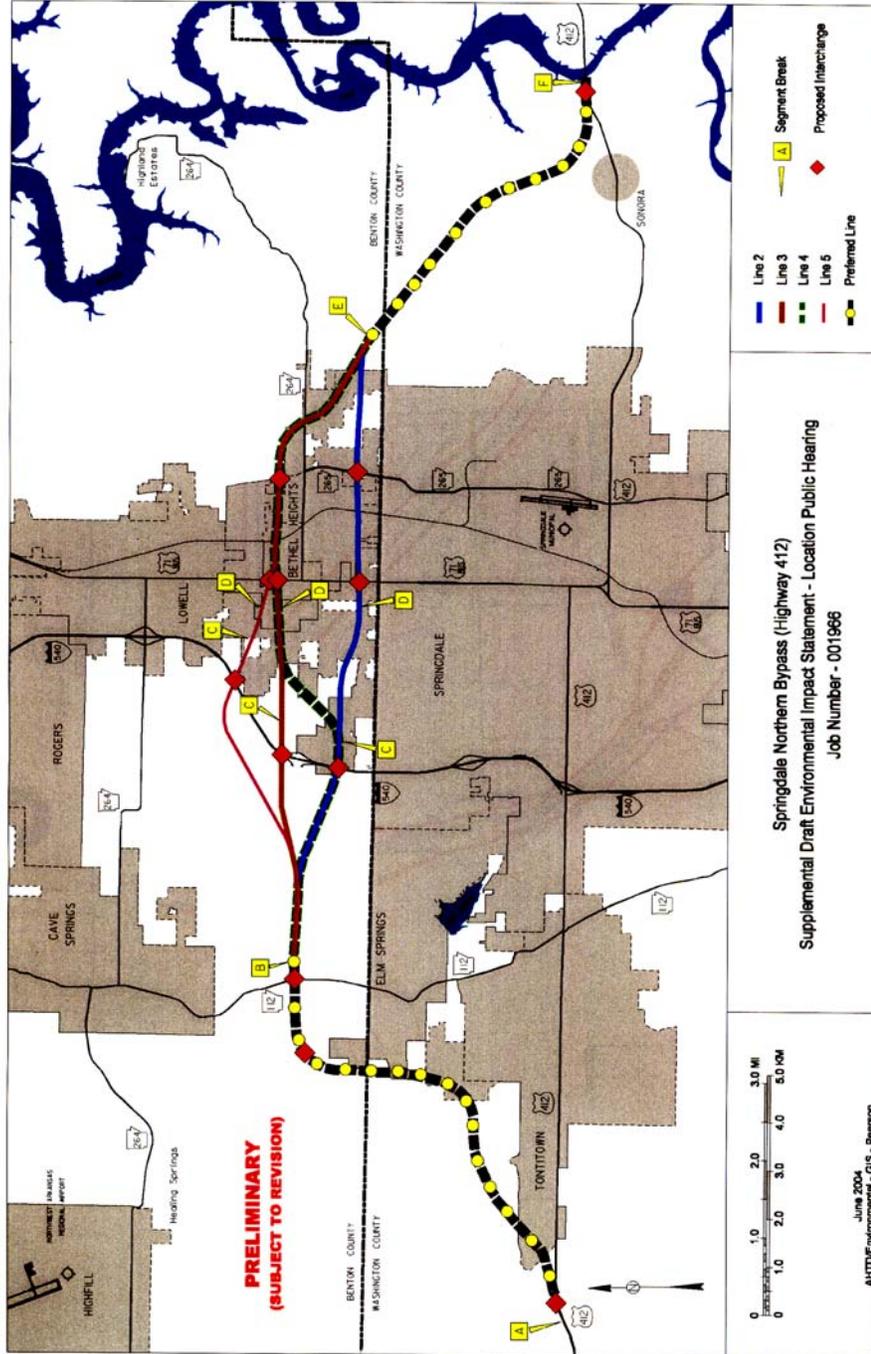
After the Record of Decision has been signed by FHWA, the Arkansas State Highway and Transportation Department may then proceed with the project final design, right of way acquisition, and construction phases of the project as funds become available. The Northwest Arkansas Regional Transportation Study Transportation Improvement Program has allotted \$20.5 million in 2005 for right of way acquisition. It is estimated that the cost of the bypass including right of way and construction will be \$300-340 million. At this time, there is no construction schedule for any portion of the project.

THANK YOU FOR YOUR ATTENDANCE AND PARTICIPATION.

SDEIS LOCATION PUBLIC HEARING HANDOUT

SDEIS Location Public Hearing Handout
June 28 & 29, 2004

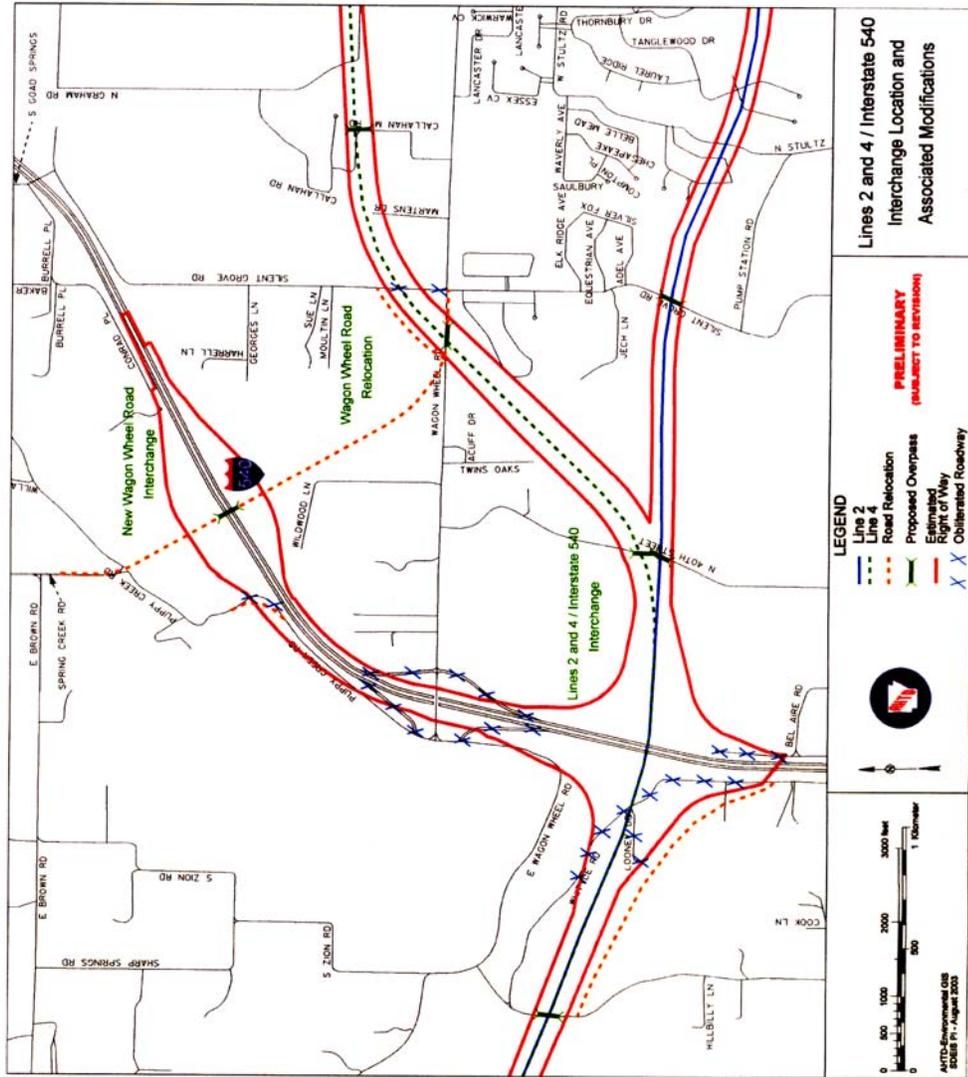
Springdale Northern Bypass
Job 001966
Benton and Washington Counties



SDEIS LOCATION PUBLIC HEARING HANDOUT

SDEIS Location Public Hearing Handout
June 28 & 29, 2004

Springdale Northern Bypass
Job 001966
Benton and Washington Counties



Lines 2 and 4 / Interstate 540
Interchange Location and
Associated Modifications

PRELIMINARY
(subject to revision)

LEGEND

- Line 2
- Line 4
- Road Relocation
- Proposed Overpass
- Estimated Right of Way
- Obtained Roadway

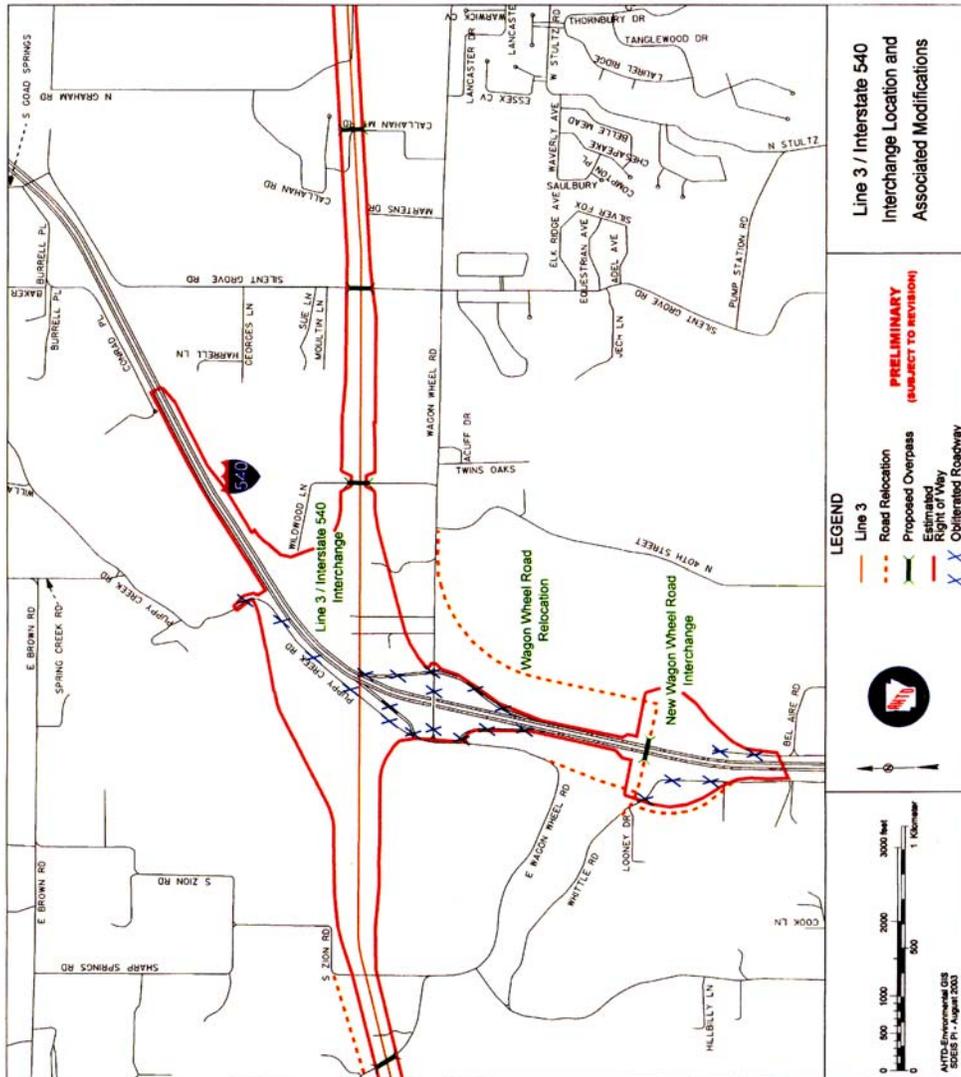


0 500 1000 2000 3000 feet
0 500 1000 2000 3000 feet
1 inch = 1000 feet
AMTD-Environmental GIS
ESRI, August 2003

SDEIS LOCATION PUBLIC HEARING HANDOUT

SDEIS Location Public Hearing Handout
June 28 & 29, 2004

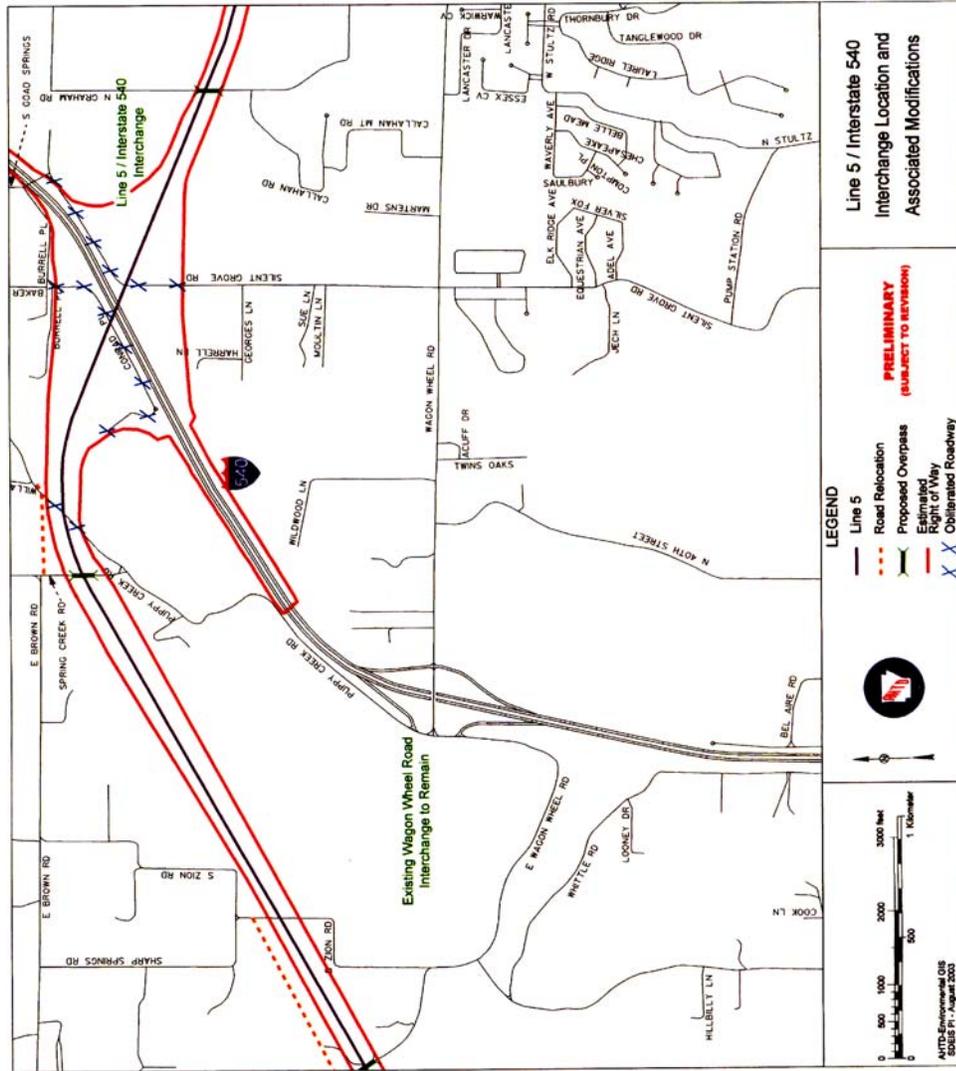
Springdale Northern Bypass
Job 001966
Benton and Washington Counties



SDEIS LOCATION PUBLIC HEARING HANDOUT

Springdale Northern Bypass
 Job 001966
 Benton and Washington Counties

SDEIS Location Public Hearing Handout
 June 28 & 29, 2004



SDEIS LOCATION PUBLIC HEARING HANDOUT

SPRINGDALE NORTHERN BYPASS
SDEIS LOCATION PUBLIC HEARING SEGMENT IMPACT SUMMARY
JUNE 2004

	Length miles (km)	Acreage (hectares)	Existing Land Use Converted to Highway Right-of-Way						Cultural Resources-Direct Impacts						
			Commercial acres (hec.)	Residential acres (hec.)	Industrial acres (hec.)	Woodland acres (hec.)	Agricultural acres (hec.)	Prime Farmland acres (hec.)	Farmland of Statewide Importance acres (hec.)	Recorded Archaeological Sites	Historic Structures	GLO Resources	Cemeteries	Old Roads	
Line 2 B-E	8.2 (13.2)	597 (242)	39 (16)	88 (36)	0 (0)	102 (41)	352 (142)	58 (23)	78 (32)	5	2 ^a	1	0	0	1
Line 3 B-E	8.6 (13.8)	654 (265)	45 (18)	66 (27)	61 (25)	43 (17)	337 (136)	97 (39)	86 (35)	1	0	0	0	0	1
Line 4 B-E	8.9 (14.3)	685 (277)	24 (10)	80 (32)	10 (4)	93 (38)	463 (187)	86 (35)	80 (32)	3	1 ^a	2	0	0	1
Line 5 B-E	8.9 (14.3)	622 (252)	19 (8)	54 (22)	17 (7)	72 (29)	419 (170)	78 (32)	64 (26)	1	1 ^a	0	0	0	1
Segment A-B*	6.5 (10.5)	366 (148)	21 (8)	59 (24)	0 (0)	64 (26)	194 (79)	17 (7)	12 (5)	1	0	0	0	0	0
Segment E-F*	4.6 (7.4)	236 (96)	3 (1)	26 (11)	0 (0)	73 (30)	112 (45)	11 (4)	0 (0)	0	0	0	0	0	0

^a determined ineligible to National Register of Historic Places

Continued	Relocations										Noise Impacts ^{a,b}		Hazardous Materials Impacts	
	Residential Owners	Residential Tenants	Businesses	Farms	Non-Profit Organizations	Total	Minority Households	Elderly Households	Low Income Households	Estimated Receptors - 2004 Traffic	Estimated Receptors - 2024 Traffic	Hazardous Materials Impacts		
Line 2 B-E	82	14	29	3	3	131	12	8	5	37	55	0		
Line 3 B-E	31	14	26	1	0	72	2	5	1	10	34	0		
Line 4 B-E	45	11	16	2	1	75	4	10	5	13	45	0		
Line 5 B-E	40	5	28	4	0	77	3	6	2	8	21	0		
Segment A-B*	28	2	4	0	0	34	0	4	1	11-12*	20-24*	1 auto salvage yard		
Segment E-F*	9	2	1	1	0	13	0	1	0	0-1*	3	0		

^aThe number of noise receptors in this segment change according to the alignment/traffic

Continued	Floodplain Impacts					USACE Section 404 Impacts				Surface Water Quality Impact Ratings		
	Special Flood Hazard Area Linear Ft (Lin. Meter)	Footway Linear Ft (Lin. M)	Longitudinal Encroachments Linear Ft (Lin. M)	Springs	Total	Ephemeral	Intermittent	Stream Crossings	Perennial	Low	Medium	High
Line 2 B-E	0 (0)	4050 (1234)	300 (91)	0	1	15	8	24	10	5	1	
Line 3 B-E	1200 (366)	2140 (652)	1220 (372)	0	0	8	3	11	3	4	1	
Line 4 B-E	0 (0)	3530 (1082)	300 (91)	0	1	12	8	21	6	5	1	
Line 5 B-E	1200 (366)	600 (183)	0 (0)	0	1	3	1	5	5	1	0	
Segment A-B*	1000 (305)	0 (0)	0 (0)	3	3	4	3	10	7	2	0	
Segment E-F*	400 (122)	0 (0)	0 (0)	0	5	1	0	6	6	0	0	

*Shared Alignments within Segment

**Noise receptors with 10 dBA or greater increase using Non-Toll Alternative traffic. 10 dBA level receptors also include the receptors that approach the noise abatement criteria (66 dBA).

SDEIS LOCATION PUBLIC HEARING HANDOUT

SPRINGDALE NORTHERN BYPASS
SDEIS LOCATION PUBLIC HEARING ALIGNMENT IMPACT SUMMARY
JUNE 2004

Line	Length miles (km)	Acreage (hectares)	Total Cost * (in million \$)	Existing Land Use Converted to Highway Right-of-Way					Cultural Resources/Direct Impacts						
				Commercial acres (hec.)	Residential acres (hec.)	Industrial acres (hec.)	Woodland acres (hec.)	Agricultural acres (hec.)	Prime Farmland acres (hec.)	Farmland of Statewide Importance acres (hec.)	Recorded Archaeological Sites	Historic Structures	GLO Resources	Cemeteries	Old Roads
Line 2	19.3 (31.1)	1,199 (483)	314	63 (25)	173 (70)	0 (0)	239 (97)	638 (266)	86 (35)	90 (36)	6	2 [#]	1	0	1
Line 3	19.7 (31.7)	1,256 (508)	341	129 (49)	151 (61)	10 (4)	180 (73)	643 (260)	125 (51)	98 (40)	2	0	0	0	1
Line 4	20.0 (32.2)	1,287 (521)	310	48 (19)	165 (67)	10 (4)	230 (93)	769 (311)	114 (46)	92 (37)	4	1 [#]	2	0	1
Line 5	20.0 (32.2)	1,224 (495)	300	50 (20)	139 (56)	10 (4)	209 (85)	725 (293)	106 (43)	76 (31)	2	1 [#]	0	0	1

[#] Determined in eligible to National Register of Historic Places

Continued	Relocations										Noise Impacts ^{*,**}		Hazardous Materials Impacts
	Residential Owners	Residential Tenants	Businesses	Farms	Non-Profit Organizations	Total	Minority Households	Elderly Households	Low Income Households	Estimated Receptors - 2004 Traffic	Estimated Receptors - 2024 Traffic		
Line 2	119	18	34	4	3	178	12	13	6	50	82	1	1 auto salvage yard
Line 3	68	18	31	2	0	119	2	10	2	22	61	1	1 auto salvage yard
Line 4	82	15	21	3	1	122	4	15	6	24	68	1	1 auto salvage yard
Line 5	77	9	33	5	0	124	3	11	3	20	45	1	1 auto salvage yard

Continued	Floodplain Impacts			USACE Section 404 Impacts					Surface Water Quality Impact Ratings		
	SFHA ^{**} Linear Ft (Lin. Meter)	Floodway Linear Ft (Lin. M)	Long Encroachments Linear Ft (Lin. M)	Springs	Stream Crossings	Stream Crossings	Stream Crossings				
Line 2	1400 (427)	4050 (1234)	300 (91)	3	Ephemeral	Intermittent	Perennial	Total	Low	Medium	High
Line 3	2600 (488)	2140 (652)	1220 (372)	3	9	20	11	40	10	5	1
Line 4	1400 (427)	3550 (1082)	300 (91)	3	8	13	6	27	3	4	1
Line 5	2600 (488)	600 (183)	0 (0)	3	9	17	11	37	6	5	1

*Includes ROW and Construction costs for the Non-Toll Alternative. Toll Alternatives will require an additional \$21 million for toll plazas.

**Special Flood Hazard Area

***Noise receptors with 10 dBA or greater increase using Non-Toll Alternative traffic. 10 dBA level receptors also include the receptors that approach the noise abatement criteria (66 dBA).

SDEIS LOCATION PUBLIC HEARING HANDOUT

**SDEIS Location Public Hearing – AHTD Job Number 001966
Springdale Northern Bypass (Highway 412)
June 28 and 29, 2004**

Please use this sheet to record your comments regarding the proposed improvements and leave it today with AHTD personnel or mail it by July 10, 2004 to:

Arkansas State Highway & Transportation Department
Environmental Division
P. O. Box 2261
Little Rock, AR 72202

Comments may also be e-mailed to springdalenorthernbypass@ahtd.state.ar.us

Name (Optional) _____

Address (Optional) _____

Telephone Number (Optional) _____

Please check the night(s) you attended the SDEIS Location Public Hearing:

Monday, June 28 Tuesday, June 29 Was unable to attend

SDEIS LOCATION PUBLIC HEARING SYNOPSIS

Job Number 001966
Springdale Northern Bypass (Highway 412)
Benton and Washington Counties
June 2004 SDEIS Location Hearings

PUBLIC OFFICIALS' MEETING SUMMARY

A Public Officials' Meeting was held for the Highway 412 Springdale Northern Bypass Supplemental Draft Environmental Impact Statement (SDEIS) Location Public Hearing (LPH) at 1:30 p.m. on Monday, June 28, 2004 at the Jones Center for Families in Springdale, Arkansas.

The following information was available for inspection and comment:

- Six aerial photographs at a scale of 1 inch:500 feet illustrating the alignments
- A street map illustrating the alignments
- The Project Process (poster)
- Right of Way Information (poster)
- Segment Impact Summary
- Alignment Impact Summary
- Estimated Current and Projected Traffic for Springdale Northern Bypass and Existing Highway 412

Handouts for the public officials included comment sheets, project information sheets, a segment and alignment impact summary, small-scale maps illustrating the alignment locations, and small-scale maps illustrating the interchange locations and associated modifications for each bypass alignment and Interstate 540. A presentation was given to share information concerning the project and to answer questions. Of the six public officials attending the meeting, the Mayor of Springdale presented the only written comment. This comment supported Line 5 as it agreed with the Master Plan for the City of Springdale.

SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT (SDEIS) STATEMENT

LOCATION PUBLIC HEARING SUMMARY

Two open forum SDEIS Location Public Hearings for the Springdale Northern Bypass of Highway 412 were held between the hours of 4:00 and 7:00 p.m. at the following locations and dates:

Jones Center for Families (Springdale)
First Baptist Church of Lowell

Monday, June 28, 2004
Tuesday, June 29, 2004

The following information was available for inspection and comment:

- Six aerial photographs at a scale of 1 inch:500 feet illustrating the alignments
- A street map illustrating the alignments
- The Project Process (poster)
- Right of Way Information (poster)

SDEIS LOCATION PUBLIC HEARING SYNOPSIS

Job 001966-SDEIS Location Public Hearing Synopsis
June 28 & 29, 2004
Page 2 of 6

- Segment Impact Summary
- Alignment Impact Summary
- Estimated Current and Projected Traffic for Springdale Northern Bypass and Existing Highway 412

The following information was available in Spanish for inspection and comment:

- Six aerial photographs at a scale of 1 inch:500 feet illustrating the alignments,
- A street map illustrating the alignments,

Handouts for the public included comment sheets, project information sheets, a segment and alignment impact summary, small-scale maps illustrating the alignment locations, and small-scale maps illustrating the interchange locations and associated modifications for each bypass alignment and Interstate 540. Citizen attendance was good with over 970 citizens visiting the two sessions. Approximately 266 written and oral comments were received during the meetings with an additional 127 responses received later. No written comments were received from Spanish-speaking citizens.

SDEIS LOCATION PUBLIC HEARING COMMENT ANALYSIS

An analysis of the approximately 393 responses received as a result of the Location Public Hearings on June 27 and 28, 2004 concerning the proposed Springdale Northern Bypass alignments yielded the following information. Approximately four (4) individuals preferred the no-build alternative while approximately fifty-four (54) individuals either had no preference or wanted the bypass built as soon as possible regardless of the alternative chosen. Seven (7) individuals expressed a preference for Line 2 while twenty-three (23) individuals thought Line 2 was not feasible due to the presence of a new school under the alignment. Nineteen (19) individuals preferred Line 3 citing the low impact to residents while two (2) individuals thought Line 3 would interfere with access to Callahan Mountain. Fifteen (15) individuals preferred Line 4 citing that Line 4 was originally the preferred alignment in the Draft Environmental Impact Statement while seven (7) individuals commented that Line 4 would have a greater impact on established neighborhoods. Two hundred twenty-seven (227) individuals preferred Line 5 due to their perception that Line 5 would have the least impact on older, established neighborhoods while forty-eight (48) individuals thought that Line 5 would have a negative impact on endangered species in the area. A petition was also received with 671 signatures in support of Line 5.

Most comments received were individual concerns such as loss of homes, businesses and property, as well as the loss of their quiet rural or suburban community life, and the belief that they will receive inadequate compensation. Many comments also expressed frustration with the length of time required for a decision and the escalating costs of the study and proposed project. Most of these reflected a desire for a quick decision before any further development occurs. This will allow local residents to make informed decisions on property acquisition. A listing of the various comments and concerns received is included below. *The summary of comments listed below reflects the personal perception or opinion of the person or organization making the*

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statement. The sequencing of the comments is random, and is not intended to reflect importance or numerical values.

The following were suggested as benefits for all of the proposed alignments

- Fulfills the need for an east-west artery for the city
- Supports the best practices to manage the necessary infrastructure of the area
- Perceived to lessen the congestion on Hwy 412 and other roadways in the area

The following were suggested as concerns for all of the proposed alignments:

- Relocation of homes, businesses and other property impacts and related costs
- Compensation
- Depreciation of property value
- Cost of building the project
- Community severance (Belmont Subdivision, City of Bethel Heights, Brush Creek Subdivision, Thornbury Subdivision)
- Decreased quality of life
- Reduced safety for children caused by the proximity of the project to homes and schools
- Impacts to elderly residents
- Increased air and noise pollution
- Impacts to caves and springs, endangered cave fish, and specifically pollution of the Cave Springs Recharge Area
- Relocation of Wagon Wheel Road and the I-540 local access interchange (excluding Alignment 5)
- Concern that the number of interchanges on the eastern preferred alignment are inadequate and should be increased
- Requests for additional interchanges at Silent Grove Road, Parsons Road, and Monitor Road
- Alignments too far north to serve traffic on existing Highway 412, the further north, the more traffic use would decrease
- Concerns that the 2001 aerial photography used at the public meetings was outdated and did not reflect accurately the increasing number of homes and businesses being affected by the alignments

The following comments were received related to specific alignments:

Alignment 2-benefits

- Most direct route and perceived to be least expensive alignment to construct
- Perceived to best fulfill purpose of diverting traffic from Highway 412

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- Line appears to be located on top of Callahan Mountain rather than at the base
- Properties on Callahan Mountain will suffer damage from blasting
- Toxic spills could endanger more people/children than other routes

Alignment 5-benefits

- Perceived to have fewest number of relocatees
- Perceived to be least expensive alignment to construct
- Wagon Wheel Road Interchange remains the same
- Supported by Springdale City Council and mirrors master street plan
- Allows for expansion of Springdale

Alignment 5-concerns

- Negative impacts on Belmont Subdivision and Walden Street (loss of homes, noise and air pollution, decreased property values)
- Lack of adequate mapping/aerial photographs of Belmont Subdivision
- Requests to move alignment off Belmont Subdivision entirely, or take entire subdivision
- Loss of tax base for city caused by loss of homes
- Community hardship created by closing a segment of Silent Grove Road, loss of road connectivity and causes community severance
- Perceived to cause increased travel time and cost due to length of alignment
- Aggressive curve west of I-540 interchange may be dangerous and confusing for elderly and inexperienced drivers
- Runoff from project may contaminate Cave Springs Recharge Area
- Perceived to be dangerous in winter. Long sweeping curve would be in shadow of Callahan Mountain increasing the chances of being under fog and ice.
- Impacts to Bethel Heights caused by severance, including emergency vehicle routing, impacts to new waste disposal system, and possible placement of Old Wire Road interchange in Bethel Heights
- Crossing of quarry will cause increased construction costs and possible safety issues with blasting
- Cost comparison to other routes perceived to be unfair as it does not appear to correct costs for various road relocations
- Road relocations would affect North-South alternate route to 71B and I-540 from Lowell to Springdale. Perceived to aggravate traffic problem in Lowell

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- Road relocations would affect Walden St., Silent Grove-Apple Blossom connection and Silent Grove-Goad Springs route
- Closing of Silent Grove Road would cause undue hardship and greater travel time
- Negative impacts to the Living Savior Lutheran Church complex being developed on Graham Road

WESTERN TERMINUS PUBLIC INVOLVEMENT HANDOUT

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Citizen Comment Form

AHTD JOB NUMBER 001966
SPRINGDALE NORTHERN BYPASS
(WESTERN TERMINUS DESIGN AND ALIGNMENT REVISIONS)
WASHINGTON COUNTY

LOCATION:
BRUSH CREEK BAPTIST CHURCH (SPRINGDALE)
4:00 - 7:00 P.M.
TUESDAY, SEPTEMBER 7, 2004

Make your comments on this form and leave it with AHTD personnel at the meeting or mail it within 15 days to: Arkansas State Highway and Transportation Department, Environmental Division, Post Office Box 2261, Little Rock, Arkansas 72203-2261, or e-mail your comments to mailto:springdalenorthernbypass@arkansashighways.com or fax your comment form at 501-569-2009.

Yes No
[] []

Do you prefer the proposed alignment shift for the western terminus for the Springdale Northern Bypass (green line) and does it create any impacts (beneficial or adverse) on your property and/or community (economic, environmental, social, or other)? Please explain.

[] []

Will the proposed alignment shift of the preferred alignment for the Springdale Northern Bypass near the existing electrical transmission lines (orange lines) create any impacts (beneficial or adverse) on your property and/or community (economic, environmental, social, or other)? Please explain.

[] []

Do you know of any factors, such as endangered species, hazardous waste sites, or parks and public lands, that may limit any of the proposed line shifts? Please note and discuss with AHTD staff.

(continue on the back)

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Yes No

Do you know of any archaeological, historical sites and/or caves near the proposed line shifts? Please note and discuss with AHTD staff.

Does your home or property have any limitations, such as septic systems, that the Department needs to consider in its alignments and or design?

Name: _____ (Please Print)

Address: _____ Phone: (____) ____ - _____

Please make additional comments here. _____

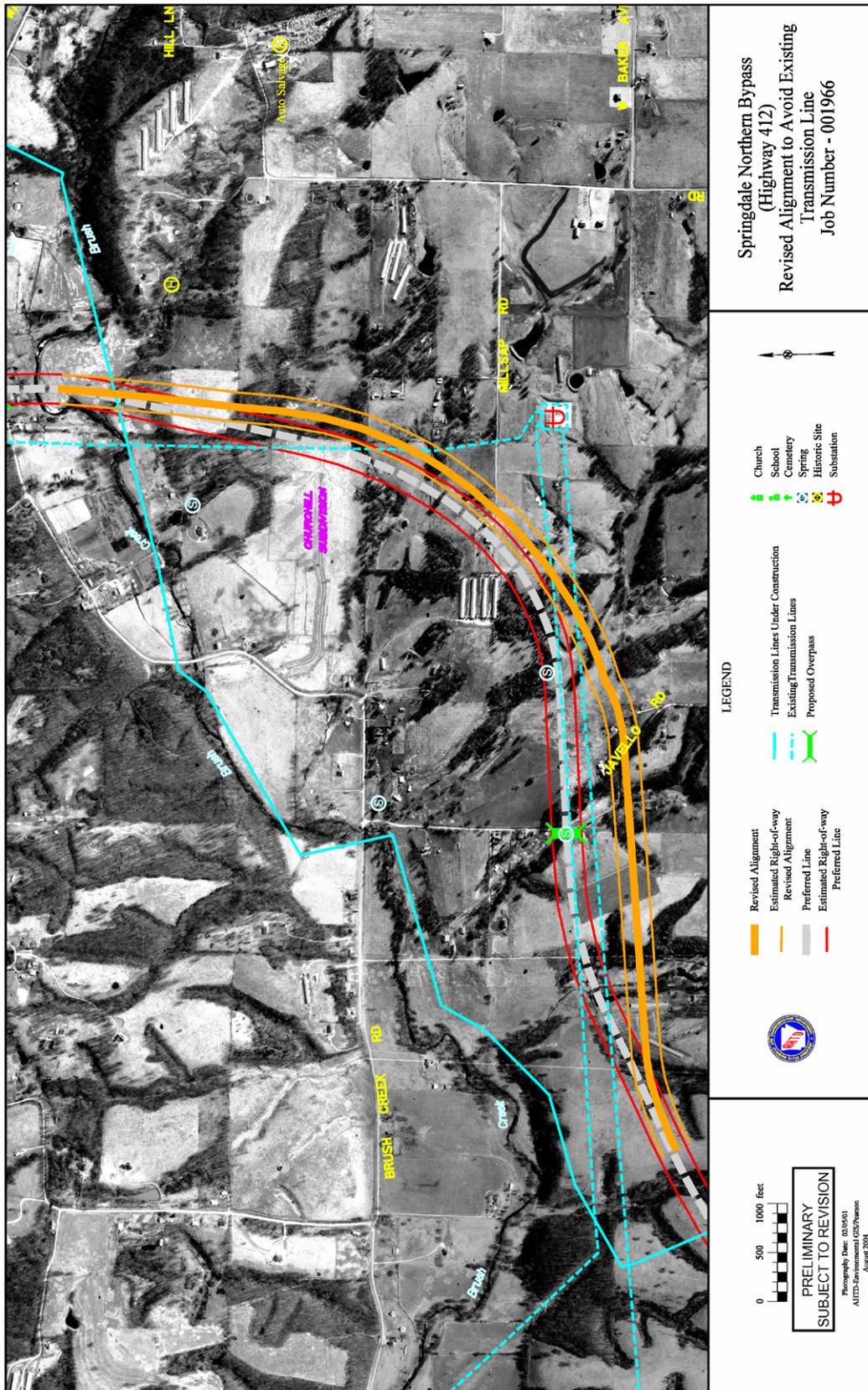
It is often necessary for the AHTD to contact property owners along potential routes. If you are a property owner along or adjacent to the route under consideration, please provide information below. Thank you.

Name: _____ (Please Print)

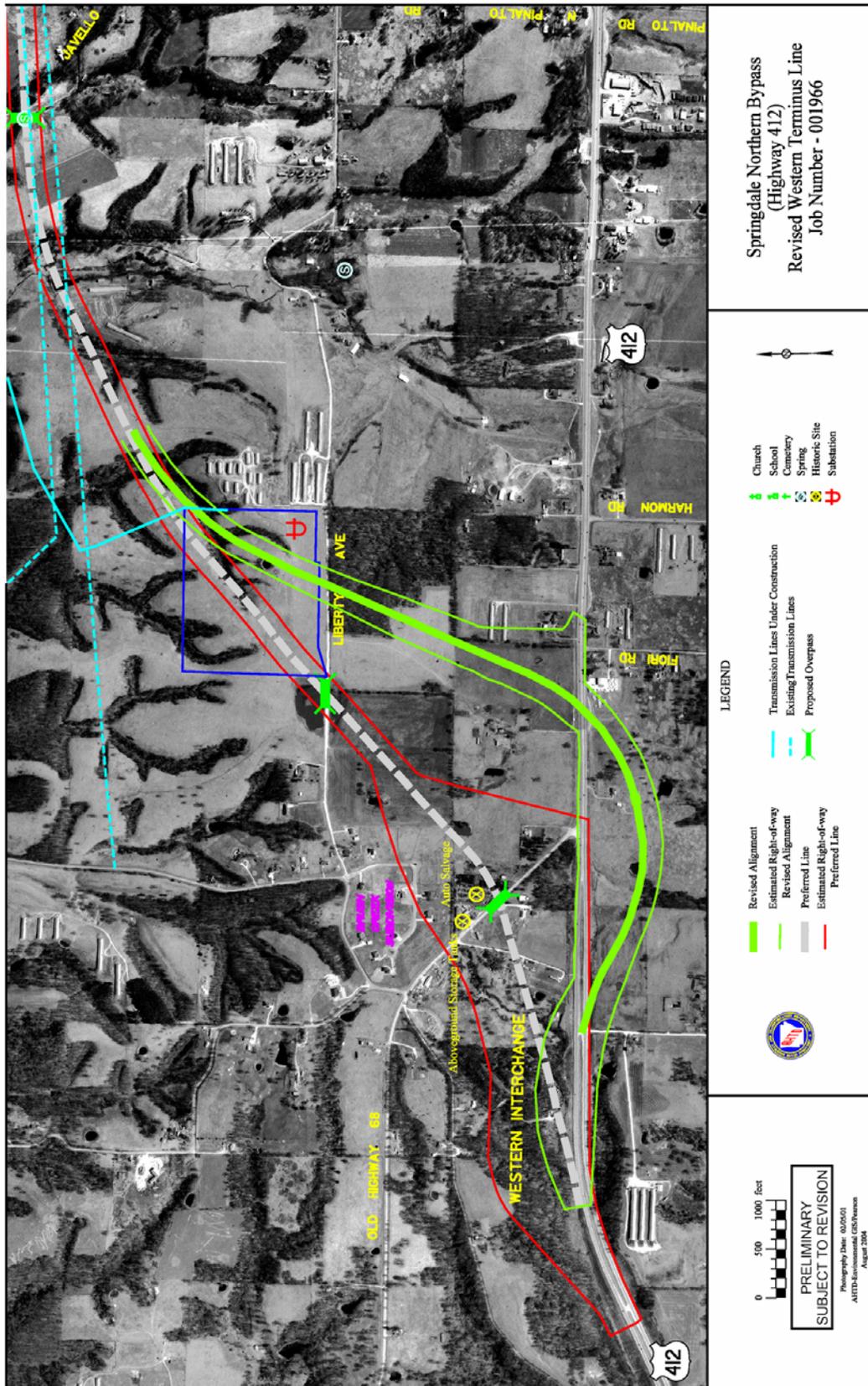
Address: _____ Phone: (____) ____ - _____

E-mail: _____

WESTERN TERMINUS PUBLIC INVOLVEMENT HANDOUT



WESTERN TERMINUS PUBLIC INVOLVEMENT HANDOUT



WESTERN TERMINUS PUBLIC INVOLVEMENT SUMMARY

Job Number 001966
Springdale Northern Bypass (Highway 412)
Benton and Washington Counties
September 2004 Western Terminus Public Involvement

WESTERN TERMINUS REALIGNMENT

PUBLIC INVOLVEMENT SUMMARY

The Arkansas State Highway and Transportation Department (AHTD) held an open forum public involvement meeting for the proposed Western Terminus Realignment projects on Tuesday, September 7, 2004 at the Brush Creek Baptist Church (near Tontitown and Elm Springs) from 4:00 – 7:00 P.M.

Approximately 148 citizens visited the session. Thirty-four (34) written comments were received at the meeting or were mailed/faxed to the Environmental Division.

The following information was available for inspection and comment:

- Three sets of aerial photographs at a scale of 1 inch:500 feet that illustrated: 1) the preferred alignment and conceptual right of way south and west of Brush Creek road, 2) the proposed alignment shift south of Brush Creek Road, and 3) an alternative interchange footprint with existing Highway 412 at the western terminus.
- Right of Way Information (poster)

Handouts for the public included comment sheets and small-scale maps illustrating 1) the preferred alignment location with the proposed alignment shift south of Brush Creek Road, and 2) Conceptual right of way for the western preferred alignment interchange and an alternative interchange with existing Highway 412.

COMMENT ANALYSIS

An analysis of the approximately 34 responses received as a result of the Public Involvement on the modifications proposed to the Springdale Northern Bypass Western Alignment yielded the following information. Twenty (20) individuals preferred the proposed interchange modification for the western terminus of the bypass with Hwy. 412, while twelve (12) individuals were opposed to the interchange modification. Two individuals had no opinion on the western interchange modification.

Four (4) individuals expressed a concern that the proposed alignment shift south of Brush Creek near existing electrical transmission lines created a negative impact on property or communities in the area while twenty-six (26) felt that there was no adverse impact. Thirty-two (32) individuals knew of no environmental factors that may be affected by the proposed changes such as endangered species, hazardous waste sites, parks, or public lands. One (1) person reported that there might be waste from the original construction of Hwy. 412 buried in the vicinity. Thirty-two (32) individuals knew of no archeological/historical sites in the area while one person expressed concern about the fossil-bearing rock throughout the alignment.

WESTERN TERMINUS PUBLIC INVOLVEMENT SUMMARY

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September 7, 2004
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Approximately seven (7) individuals reported potential septic system impacts throughout the area.

Most comments received were individual concerns such as loss of homes, businesses and property, as well as the loss of their quiet rural or suburban community life, and the belief that they will receive inadequate compensation. A listing of the various comments and concerns received is included below. *The summary of comments listed below reflects the personal perception or opinion of the person or organization making the statement. The sequencing of the comments is random, and is not intended to reflect importance or numerical values.*

The following were suggested as benefits for the proposed alignment shift and western terminus modifications:

- Avoids close-knit neighborhood of Brush Creek Subdivision
- Avoids the septic systems associated with numerous homes in the preferred alignment

The following were suggested as concerns for the proposed alignment shift and western terminus modifications:

- Considered “less safe” because of curves in road and “complicated looking” interchange with existing Highway 412
- Termination of access to businesses located on existing Highway 412 near the newly proposed interchange
- Adverse effects on other access points to Hwy. 412, i.e. several more miles to drive on dirt roads
- Increased air and noise pollution
- Impacts to springs which are used as water source for chicken houses

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